

faith negotiations that were conducted to reach this joint power resolution between the Arizona Tribes.

I ask my colleagues to support it because it upholds the integrity of all the other tribes who have and still are living up to their word.

I urge my colleagues to vote "yes" on this important bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 2938, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRIJALVA. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

### CRISIS IN SYRIA

(Ms. JACKSON LEE of Texas asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE of Texas. Mr. Speaker, the crisis in Syria is getting worse and worse and worse. I join with the United Nations, but I ask that the Arab League and NATO raise their voices to remove women and children and the elderly and the disabled and the sick from this onslaught of violence.

And I ask the head of Russia, Mr. Putin, does he have a heart? Is he going to continue on the basis of ego and collaboration, determined that he allow the violence against the Syrian people to continue?

I ask my Christian friends in Syria, as well, to join with the world of humanity to stop the violence against women and children. It is time now.

### ONE VOTE, ONE PERSON

Mr. Speaker, I change to another topic very quickly and say: one vote, one person. The voter ID law doesn't allow that, and the massive infusion of dollars coming from places that no one knows, no one has to account for. Let us have the Constitution stand again. Let America have a 2012 election without the infusion of unnamed dollars; now, \$100 million may be coming into this election from one person. Mr. Speaker, the Constitution deserves respect—one vote, one person.

### CLEARING THE NAMES OF JOHN BROW AND BROOKS GRUBER

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from North Carolina (Mr. JONES) is recognized for 60 minutes as the designee of the majority leader.

Mr. JONES. Mr. Speaker, I won't take the entire hour, but this is a 10-year journey that I have been on since

I was notified by the wife of one of the pilots, Connie Gruber, who lives in my district, that the very tragic plane crash on April 8, 2000, when 19 marines were killed in a V-22 Osprey, that her husband, Major Brooks Gruber and Colonel John Brow, pilots, were being blamed for the accident. Nineteen marines that night were killed. And again, 10 years ago I was contacted by Mrs. Gruber, who lives in Jacksonville, North Carolina, which is the home of Camp Lejeune Marine Base.

Mr. Speaker, I have, for the House, a photograph of the V-22 Osprey that many people might have forgotten. In the year 2000, it was a plane going through a lot of trouble, meaning from the standpoint of testing, standpoint of records being changed, and the standpoint that the Secretary of Defense at the time, Dick Cheney, wanted to scrap the program. But the Marine Corps was saying that they had to have the MV-22. And again, Mr. Speaker, for you to know, this is the plane that goes from a helicopter mode to an airplane mode, that the nacelles will go from this way to a plane mode. I have this beside me so that people can see the V-22. The pilot was Colonel John Brow. He's pictured immediately on my left, and the copilot to the poster's left was Major Brooks Gruber.

Connie Gruber wrote me a letter. It's a full page, Mr. Speaker, and I would like to just read what she said, just one paragraph:

With so many wrongs in the world we cannot make right, I ask you prayerfully consider an injustice that you can make right. I realize you alone may not be able to amend the report, but you can certainly support my efforts to permanently remove this black mark from my husband's honorable military service record.

Mr. Speaker, there was a time when there was an issue involving the V-22 that the Marine Corps did not recognize, nor did Bell-Boeing, the manufacturer of the plane. It's called vortex ring state, VRS, and it's where the different, the two helicopter nacelles can be impacted in a different way, and that's what caused this tragic accident on April 8, 2000.

Mr. Speaker, right after the accident, the Marine Corps sent three investigators—Colonel Mike Morgan, Colonel Ron Radich, and Major Phil Stackhouse—to Arizona to investigate this accident, which was very, very difficult for the marines who were given the responsibility to find out why this plane crashed and burned.

Mr. Speaker, they came back and completed what was known as the JAGMAN report that was submitted to the Marine Corps. The investigators, this was their findings of what caused the accident.

□ 1950

This is what has created the problem is that the Marine Corps issued a press release that I will talk about in just a few minutes. And the JAGMAN the families agreed with. Everything in the JAGMAN they agree with. And I'll touch on that in just a moment.

I also at this time want to thank Congressman STENY HOYER from Maryland, who is the Congressman for the wife of the pilot. Her name is Trish Brow. She has two sons, Matthew and Michael. Mr. HOYER has joined me in clearing the names of these two pilots, and I want to thank him again for that.

In addition, Congressman NORM DICKS from the State of Washington, who will be leaving this year, has heard me speak on the floor about this accident, and he also wants to join in clearing the names of these two pilots.

Mr. Speaker, I also want to thank attorney Jim Furman in Texas. Attorney Jim Furman represented Connie Gruber and Trish Brow in the lawsuit against Bell-Boeing. In addition, Brian Alexander and his associate, Francis Young, were the attorneys for the 17 Marine families. So those two attorneys, Jim Furman and Brian Alexander, have joined me in clearing the names of John Brow and Brooks Gruber.

Mr. Speaker, I must state that they won their case against Bell-Boeing. The amount of money allotted to the families has been secured, so therefore no one knows except the families; but it tells me a whole lot when a manufacturing company decides that they would rather settle out of court than take the case to court.

Phil Coyle, the Assistant Secretary of Defense and Director of Operational Test and Evaluation in the Department of Defense at the time of this accident, has also joined us in clearing the names of the two pilots. Also, shortly after the accident in the year 2002, CBS "60 Minutes," led by Mike Wallace, who is now deceased, gave the story of what happened and why this plane crashed and why the two pilots should not be seen at fault.

Mr. Speaker, there have been many people in this 10-year journey. Local press in eastern North Carolina all the way to press in Texas have joined us in this effort to say to Connie Gruber and Trish Brow and their sons and their daughter: your husbands were not at fault.

Why the Marine Corps will not join in this effort I do not understand. All the Marine Corps has to do is to issue a paragraph that clearly states to Trish Brow that your husband, John Brow, Colonel John Brow, pilot, was not at fault for the accident that occurred on April 8, 2000, in Marana, Arizona. All the Marine Corps has to do is to write a paragraph on the commandant stationery to Connie Gruber stating the same thing, except: your husband, Major Brooks Gruber, copilot, was not at fault for the accident that happened on April 8, 2000, in Marana, Arizona.

Mr. Speaker, you might think—and maybe some people watching tonight might think—well, why is this so difficult? The lawsuits are over, the plane is surviving, there's no threat to the Marine Corps that they're going to eliminate the V-22. It is part of their

arsenal now. But this is what happened: a Marine Corps press release July 27, 2000, states:

Unfortunately, the pilot's drive to accomplish that mission appears to have been the fatal factor.

Mr. Speaker, the official JAGMAN investigation that I made reference to, Colonel Morgan, Colonel Radich and Major Stackhouse, this is what they said in the JAGMAN:

During this investigation, we found nothing that we would characterize as negligence, deliberate pilot error, or maintenance/material failure.

Mr. Speaker, if only the Marine Corps, after the JAGMAN report came out, would have released a press statement that would have said: After we have reviewed this JAGMAN report, it is now our determination, because of the JAGMAN report, that Colonel John Brow and Major Brooks Gruber were not at fault for this accident.

Mr. Speaker, at the time of this accident, this issue of vortex ring state was not fully understood. It was understood in the world of the helicopters, but not in the world of the Osprey. The Marine Corps did not understand, nor did Bell-Boeing understand, how the vortex ring state, how these pilots could have reacted. Mr. Speaker, in fact, at the time of the accident, the NATOPS manual that was given to the pilots of the V-22—and this night given to Colonel John Brow and Major Brooks Gruber—the NATOPS manual had absolutely nothing about the vortex ring state. It had one sentence. Since that time, the NATOPS manual for the Marine Corps and the Navy and the Air Force, Mr. Speaker, is six pages about vortex ring state and how you react to vortex ring state.

Mr. Speaker, there are warning systems in the cockpit of the V-22 now that these two Marines never saw, never had, never understood, never knew about. But since that accident, Mr. Speaker, they now have a warning system that tells the pilots that you're in trouble, you're in trouble. They even have in the helmets they wear a voice of a woman saying "sink, sink, sink," meaning you have to react to the sinking of the ship, this plane.

Mr. Speaker, that's why tonight and once a month I'm coming down on the floor to talk about the fact that these marines have every right to rest in peace. One's buried in Arlington Cemetery; that's Colonel John Brow. And the other, Major Brooks Gruber, is buried in the veterans cemetery down in Jacksonville, North Carolina, where his wife lives.

Mr. Speaker, I also want to thank WTVD of Durham. They're bringing a film crew up tomorrow to interview Trish Brow and one of her sons. They will meet Mrs. Brow over at Arlington Cemetery. This is why it does not make any sense why the Marine Corps will not issue a public statement in a paragraph to the two wives saying: after this many years and all the facts and all the testing and everything that

we've done, there's no way that your husbands could have known what they were doing.

Mr. Speaker, they were sitting in the air. They did not understand how to react to vortex ring state. The Marine Corps knew not how to explain to them how to react. And Bell-Boeing had not done the proper research. Mr. Speaker, when I say proper research, after this accident and an additional accident, Tom MacDonald, a test pilot, spent 700 hours trying to figure out how the V-22 responds to vortex ring state and how the pilot should respond to vortex ring state. In fact, Mr. MacDonald deserved and he earned from the Test Pilots Association the Kincheloe Award for finding out and figuring out what you do when a plane gets into vortex ring state.

Mr. Speaker, these two men would not have given their lives and 17 marines in the back of the plane if Bell-Boeing had done its job and the Marine Corps had demanded that Bell-Boeing understand vortex ring state and how it would impact the V-22.

Mr. Speaker, very quickly—I'm going to close in just a few minutes, but I wanted to share with the RECORD that when the JAGMAN said that this was not deliberate pilot error, I wrote to one of the investigators, Lieutenant Colonel Morgan, and I asked him how and why did you use the words "deliberate pilot error" in the JAGMAN report. Again, the families, we accept the JAGMAN report; but I did not quite understand, I'm not a pilot, not a marine, never served, but I wanted to understand why. And I'd like to read this for the RECORD.

□ 2000

Colonel Morgan stated, and these are his words:

My personal feeling and opinion, supported by my interview with the lead flight crew, is that the mishap aircraft had no idea they had exceeded any flight parameters.

Mr. Speaker, the pilots had no idea they had exceeded any flight parameters. They were merely trying to remain in position on a flight lead trying to salvage a bad approach.

Mr. Speaker, the bad approach was by the lead plane. This was the second plane.

And, again, he said, the pilots had no idea they had exceeded any flight parameters.

Mr. Speaker, as I said just a moment ago, they now have warning systems, and if the pilots today had exceeded any flight parameters, there would be a warning system going off, and the plane would not crash and 19 Marines would not burn to death.

Mr. Speaker, again, I want to thank Congressman STENY HOYER for joining in this effort to clear the names of these two Marines. I want to thank the families, Trish Brow and her two boys, and Connie Gruber and her little girl, Brooks, for continuing to say somebody's got to clear the names of these two men.

They were outstanding pilots. Mr. Speaker, I've never had anyone in the Marine Corps tell me anything different than that John Brow and Brooks Gruber were outstanding pilots. But, as I've said tonight, the environment of the times, Secretary of Defense Dick Cheney was opposed to the V-22 program. He wanted to eliminate the program. There were Members in Congress in both parties that wanted to save the program. There was a fight going on.

So when these two Marines crashed, and the 17 Marines in the back of the plane that died, they sent out this press release that I just made mention of, and they never had a second press release that would clearly have stated, based on the investigation, based on the JAGMAN report that we, the Marine Corps, have reviewed, and signed by General McCorkle, that these two pilots were not at fault. They had not been trained. They did not understand vortex ring state. Bell Boeing didn't do its job. The Marine Corps didn't demand that Bell Boeing make this plane safe, and how it would react to vortex ring state, and they didn't understand it.

So for 10 years—actually 12 now; the crash was in 2000—for 10 years there have been many people who have joined me in trying to say to the Marine Corps, you owe these two men. They deserve and their families deserve a letter from the Marine Corps stating that they were not at fault for this accident.

Mr. Speaker, again, all I can say, and I will continue to say to the Marine Corps, you have the utmost respect of the American people. They have great respect for the history of the Marine Corps and what the Marine Corps has done for our country in all the wars, just like the other services.

But in this case we're talking about the Marine Corps. And all the families want is one paragraph that clearly states that Colonel John Brow, pilot, was not at fault for the accident that occurred on April 8, 2000, in Marana, Arizona. All Connie Gruber wants is the same letter, but with her husband's name. This is to certify that copilot Brooks Gruber, Major Brooks Gruber, was not at fault for the accident that occurred on April 8, 2000, in Marana, Arizona.

Mr. Speaker, this is a journey that I will not stop till we clear the names of these two pilots. The facts are on our side. There's so much more that I could say tonight. I have volumes, Mr. Speaker. I have the tape that Jim Furman presented in the lawsuit case. I have a copy of that, given to me by Jim Furman. I've seen it all.

I've seen the tape from Mike Wallace and "60 Minutes." I've talked to Jim Shaffer, Colonel Shaffer, now retired. He was in the air. There were four planes flying that night, and he was in the air. These were his buddies, John Brow and Brooks Gruber. He saw the plane crash. He's joined us in this effort to clear the names of Colonel John Brow and Major Brooks Gruber.

I want to thank Chairman BUCK McKEON and Ranking Member ADAM SMITH. They allowed language to be in the NDAA bill that basically says they hope that the Marine Corps will work to clear the names of these two pilots.

And, Mr. Speaker, I want to thank the press that has taken on this effort also. Voltaire said, and I quote Voltaire, We owe the living our respect. We owe the dead the truth. And that's all this effort has ever been about is trying to call on the Marine Corps, who the American people respect, I respect, to issue the letter to Trish Brow and Connie Gruber.

Mr. Speaker, all the lawsuits are over, and I look at this letter from Mike Morgan, and I don't read it because the first sentence is about me. But it says:

I applaud and fully support the extraordinary effort you have undertaken in support of John Brow and Brooks Gruber and the families who lost loved ones in the tragic crash of Nighthawk 72.

Let me read just a couple more, and then I'm going to close, Mr. Speaker. This is from Phil Stackhouse. Again, this is one of the three investigators. He said:

I do not believe that it would be a surprise to anyone that it is my opinion the mishap was not a result of pilot error, but was the result of a perfect storm of circumstances.

Mr. Speaker, that's what I'm talking about. They did not understand vortex ring state. The manufacturer didn't understand it. The Marine Corps didn't understand it, so they couldn't train the pilots to understand it. That's what Major Stackhouse meant by a perfect storm of circumstances.

During the conduct of this investigation, we collected some 20 binders of evidence, including, among other things, maintenance records, training records, telemetry records, operational and testing records, and dozens of photographs. He further states this includes, for example, compressed testing and evaluation created by deadlines, funding, and maintenance.

Mr. Speaker, that's what he's talking about—at that particular time, when this plane was up and going to Arizona, they were cutting programs to test the plane. You had Secretary of Defense Dick Cheney trying to kill the program. They did everything they could.

I don't blame the Marine Corps for trying to save the program. They believed that this was the helicopter of the present and the future.

But he further stated:

The actions of the lead aircraft in the section, and lack of understanding how vortex ring state/power settling would actually affect the Osprey in the real world, was part of the problem. I do not feel that our investigation reflects that the mishap was a result of pilot error, and if the investigation was interpreted that way, it was misinterpreted.

Mr. Speaker, this is one of the three investigators. They all wrote about the same letter. And Major Phil Stackhouse closed by saying this:

For any record that reflects the mishap was a result of pilot error, it should be cor-

rected. For any publication that reflects the mishap was a result of pilot error, it should be corrected and recanted.

Mr. Speaker, I've had the privilege and the pleasure to meet Major Brooks Gruber's daddy and mom. They live in Florida. One time after the accident they came to Jacksonville, North Carolina, and Connie Gruber invited me to the First Baptist Church of Jacksonville. And it's one of those falls where they have reunions. And I never will forget, after the church service, Connie said, I want you to meet my father-in-law.

□ 2010

I went out and met Mr. Gruber. Mr. Speaker. He was a marine who fought for this country in Korea. We were in the vestibule of the First Baptist Church in Jacksonville.

He said, I want to shake your hand.

With tears in his eyes, he said, Congressman, I cannot thank you enough for trying to clear my son's name.

Mr. Speaker, I've stayed in touch with Mr. Gruber from time to time to let him know we're making progress. No, we're not there yet, but we keep beating this drum, the drum saying, Clear their names; clear their names; clear their names.

I called Trish Brow last week to tell her that WTVD wanted to come up and interview her about the accident. It happened to be a tough day, Mr. Speaker, because her father-in-law, who is 80 years old, was having surgery. I am pleased to report that the surgery went well.

I want Mr. Brow, Sr., and his family and I want Mr. Gruber, Sr., and his family to see the letter that we are asking the Marine Corps to send to the two wives. Both men are in their eighties.

I will read it one more time before closing:

For any record that reflects the mishap was a result of pilot error, it should be corrected. For any publication that reflects the mishap was a result of pilot error, it should be corrected and recanted.

The three investigators—Colonel Mike Morgan, Colonel Ron Radich, Major Phil Stackhouse—have all written me letters and have said the same thing, that our JAGMAN report says the pilots were not at fault.

Mr. Speaker, we are going to keep battling this thing for the families. I will say we're getting closer because I have such faith in God Almighty that I know that it's God's will that these two pilots who are dead and their families who are living deserve to have their names cleared. I just call on the Marine Corps to do what's right for their marines.

Do what's right for the marines. Forget the Congressman. He just happens to be the foot soldier. Do what's right for the two marines who are dead. Do what's right for the 17 marines who were in the back of the plane who are dead, and do what's right for the families of the pilot and co-pilot.

Mr. Speaker, with that, I want to thank you and the staff. You stayed here tonight to give me this chance to share my concern, my heart.

I will ask God to please touch the hearts of those in the United States Marine Corps, to look at the face of Colonel John Brow, pilot, and at the face of Major Brooks Gruber, co-pilot, and call on the Marine Corps to write the letters to the families and to publicly say that the JAGMAN report has cleared these two pilots' names and that we, the Marine Corps, could have 8 years ago issued a press release to the Nation saying that these two pilots were not at fault.

Had they done that, I would not be on the floor tonight.

Mr. Speaker, I close, as I always do, from the bottom of my heart for all of those fighting in Afghanistan: God, please bless the families of our men and women in uniform. Please, God, bless those who are serving our Nation. Those who have lost loved ones in Afghanistan and Iraq, hold them in your arms, dear God. Give them comfort.

God, please bless the House and Senate that we will do what is right in the eyes of God. Please bless President Obama that he will do what is right in the eyes of God for God's people.

And three times I will say in closing: God, please, God, please, God, please, continue to bless America.

I yield back the balance of my time.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. GRIFFIN of Arkansas (at the request of Mr. CANTOR) for today on account of illness.

Mr. SCHILLING (at the request of Mr. CANTOR) for today on account of attending the visitation of a fallen soldier.

#### ADJOURNMENT

Mr. JONES. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 15 minutes p.m.), under its previous order, the House adjourned until tomorrow, Tuesday, June 19, 2012, at 10 a.m. for morning-hour debate.

#### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

6456. A letter from the Acting Under Secretary, Department of Defense, transmitting the Department's report on the amount of purchases from foreign entities in Fiscal Year 2011, pursuant to Public Law 104-201, section 827 (110 Stat. 2611); to the Committee on Armed Services.

6457. A letter from the Assistant General Counsel for Legislation, Regulation and Energy Efficiency, Department of Energy, transmitting the Department's final rule —